

Lee Trevino Extension

City Council Briefing

September 27, 2005

Lee Trevino Extension

Overview

- City-sponsored project
- Extension from North Loop to Loop 375
- Managed by TXDOT
- Federally-funded, federal regulations apply
- No construction funds programmed
- \$1.5 million invested by TXDOT
- City's investment \$158,000 to date

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- First appears as project in the City's Street & Highways plan in the mid-70's
- Appears in 1988 Comprehensive Plan for the City
- First programmed in Transportation Improvement Plan through MPO in 1980

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- **July 1996** – TXDOT commissions Parkhill Smith & Cooper (PSC) to develop route selection criteria
- **March 1997** – City and TXDOT finalize agreement for development of Lee Trevino Extension Project
- **June 1997** – Consultant (PSC) for project holds meeting at Ysleta Middle School to advise residents of study area

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- **October 1999** – Technically preferred route approved by TXDOT-Austin
- **March 2000** – TXDOT provides Ysleta Del Sur Pueblo plans for work in identified ceremonial site; further discussions planned after Tribal Council plan review
- **August 2000** – City of El Paso requests Economically Disadvantaged County (EDC) adjustment for construction phase of project

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- **November 2000** – Texas Transportation Commission grants City EDC Adjustment
- **December 2000** – City is notified Pueblo is opposing proposed alignment; Pueblo is corresponding with US Department of Transportation

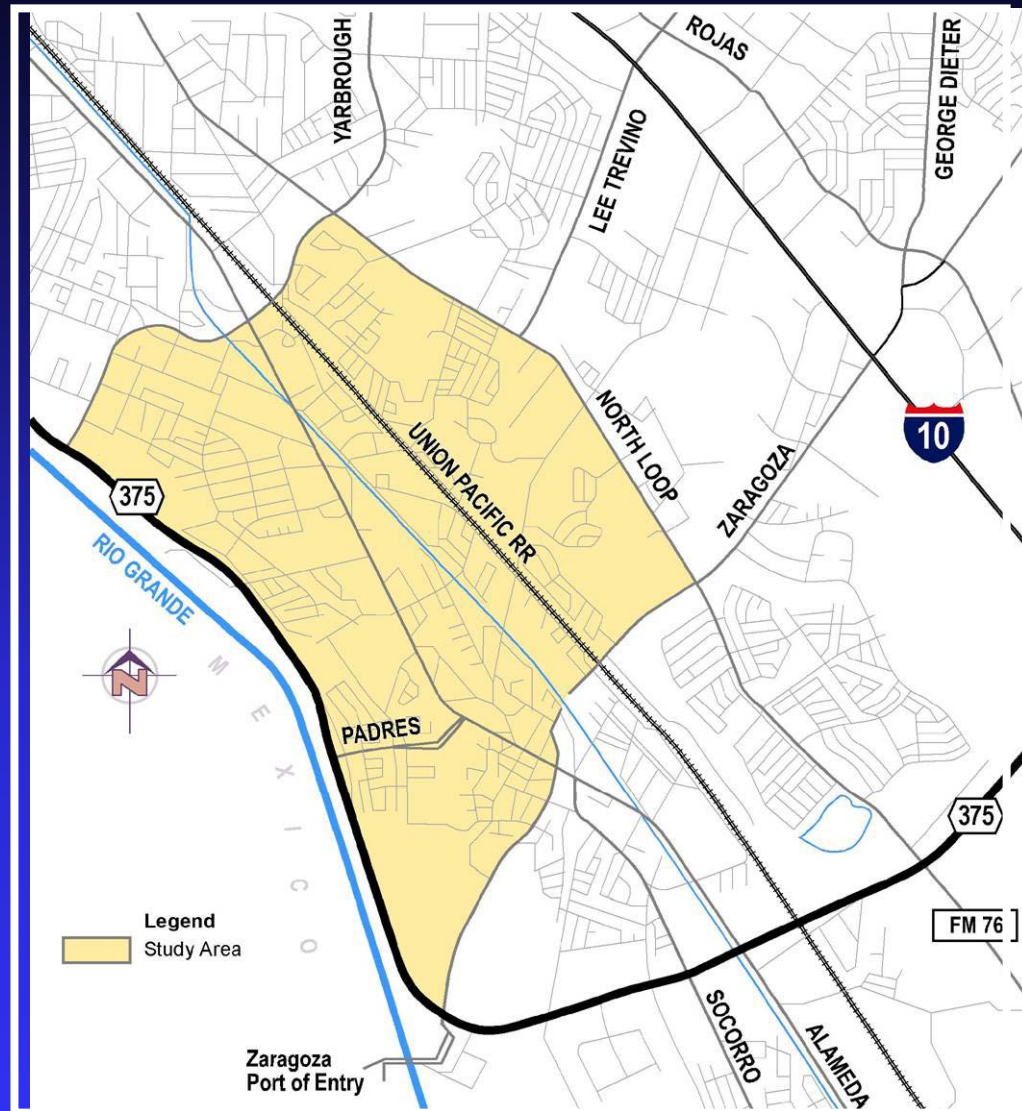
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- **March 2000 through October 2001** – TXDOT - El Paso District coordinates with Pueblo, FHWA, and begins evaluating alternate routes
- **November 2002** – Parkhill Smith & Cooper's 2-year contract with TXDOT expires
- **January 2003** – TXDOT contracts Parsons, Brinckerhoff to study 4 more routes

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- March 2003 – Preliminary Route Study Conference
 - ◆ Consultant is Parsons Brinckerhoff in association with Moreno Cardenas Inc.
 - ◆ Preliminary route analyses and assumptions presented to TXDOT, City, Sun Metro, FHWA and MPO

Study Area



From March 12, 2003 Preliminary
Route Study Conference

Draft Purpose & Need for Lee Trevino Extension

- To improve Mission Valley **mobility** and alleviate congestion on existing facilities
- To improve **network connectivity** by completing the link that Lee Trevino Drive would provide from Loop 375 to I-10 and US 62/180 (Montana Avenue)
- To **address** traffic growth that will accompany **planned Mission Valley development**

Draft Goals & Objectives

From Purpose & Need:

- Improve Mobility
- Improve Network Connectivity
- Serve Planned Development

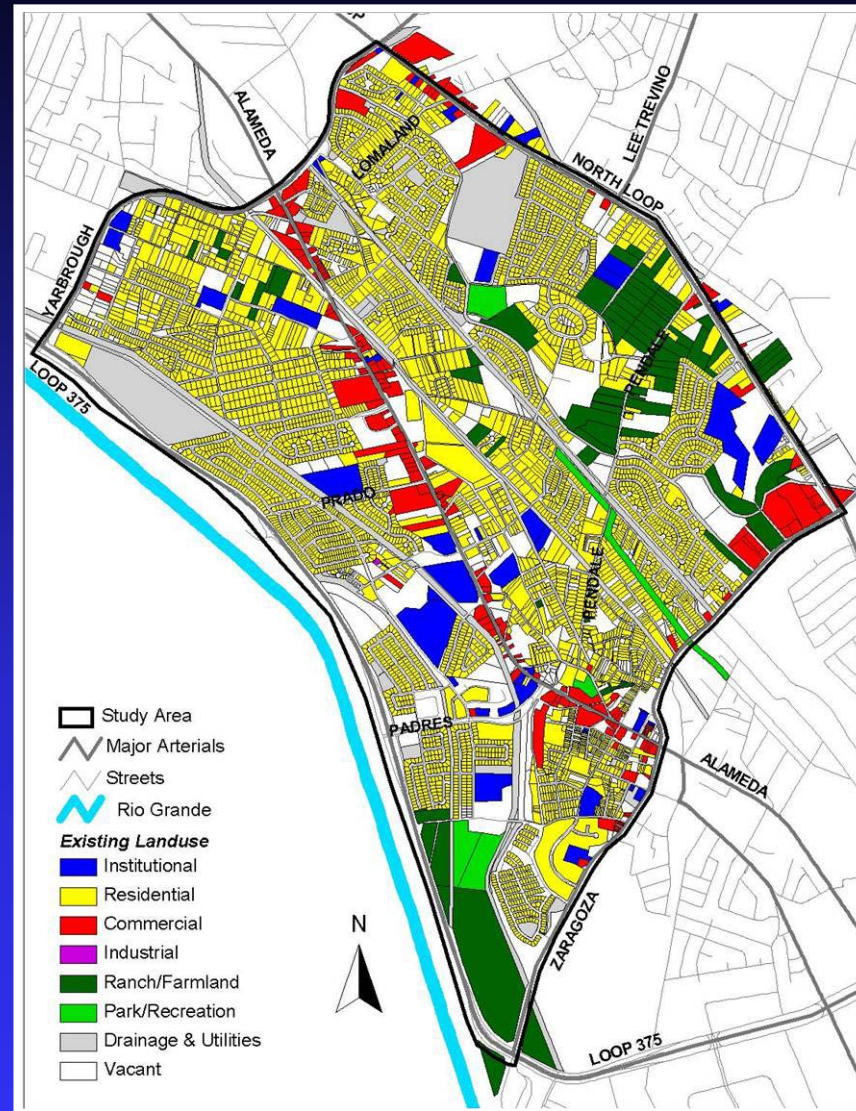
Also:

- Promote Safety
- Minimize Community & Environment Effects

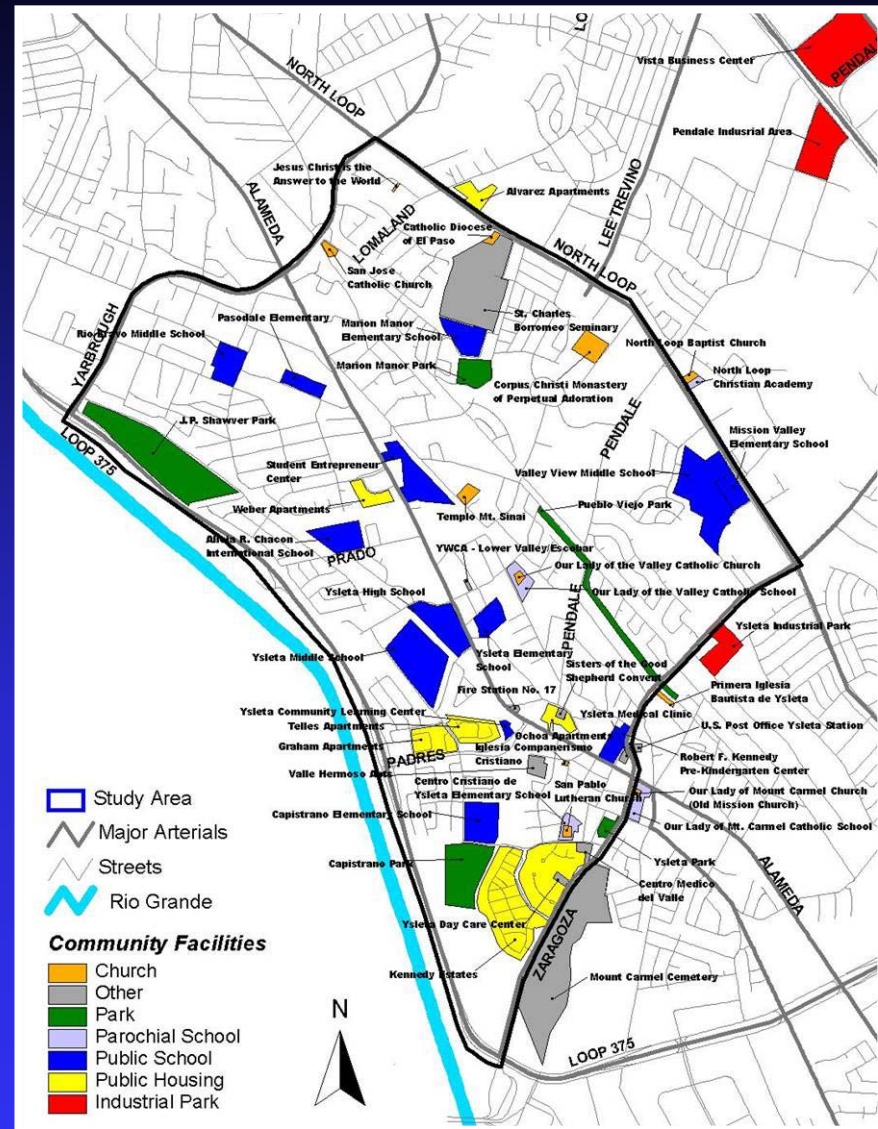
Preliminary Identification of Environmental Constraints

- Community Facilities: schools, churches, health care, public safety, etc.
- Parks
- Residential Neighborhoods
- Public Housing
- Cultural Resources
- Wetlands
- Wildlife Habitat
- Hazardous Materials
- Environmental Justice

Existing Land Use

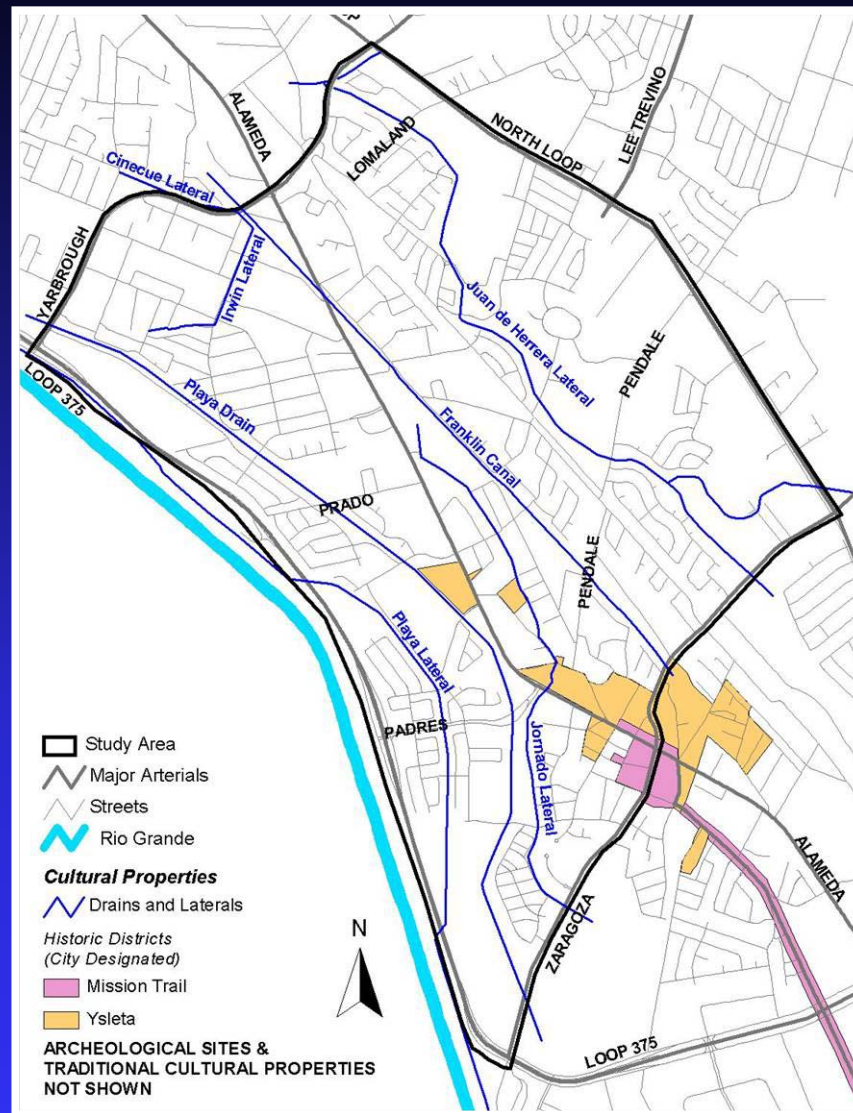


From March 12, 2003 Preliminary
Route Study Conference



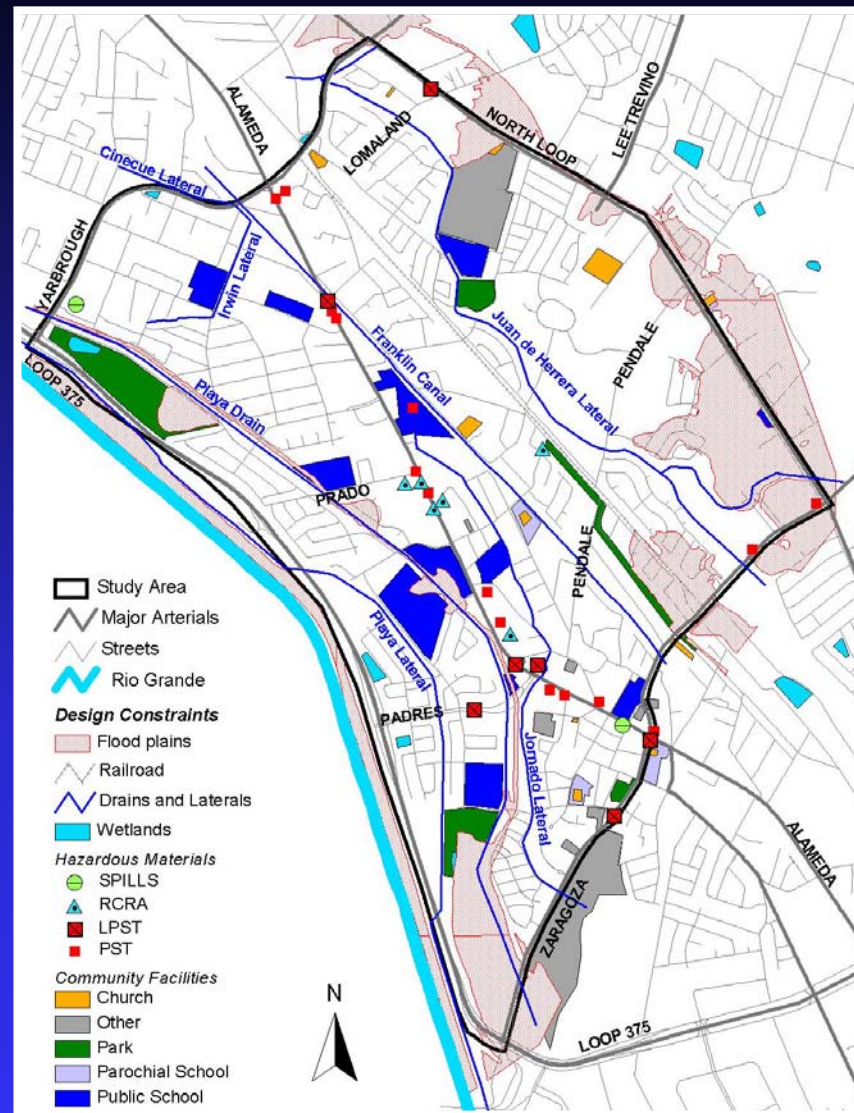
From March 12, 2003 Preliminary
Route Study Conference

Cultural Properties



From March 12, 2003 Preliminary
Route Study Conference

Preliminary Design Constraints Map



From March 12, 2003 Preliminary
Route Study Conference

NEPA Requirements

(National Environmental Protection Act)

- Scrutinizing Consequences of Agency Actions
- Public Involvement (40CFR1506)
- Scoping (40CFR1501.7)
- Alternatives Development and Analysis (Sec. 102, (C) (iii))
- Environmental Documentation (Sec. 102, (C))

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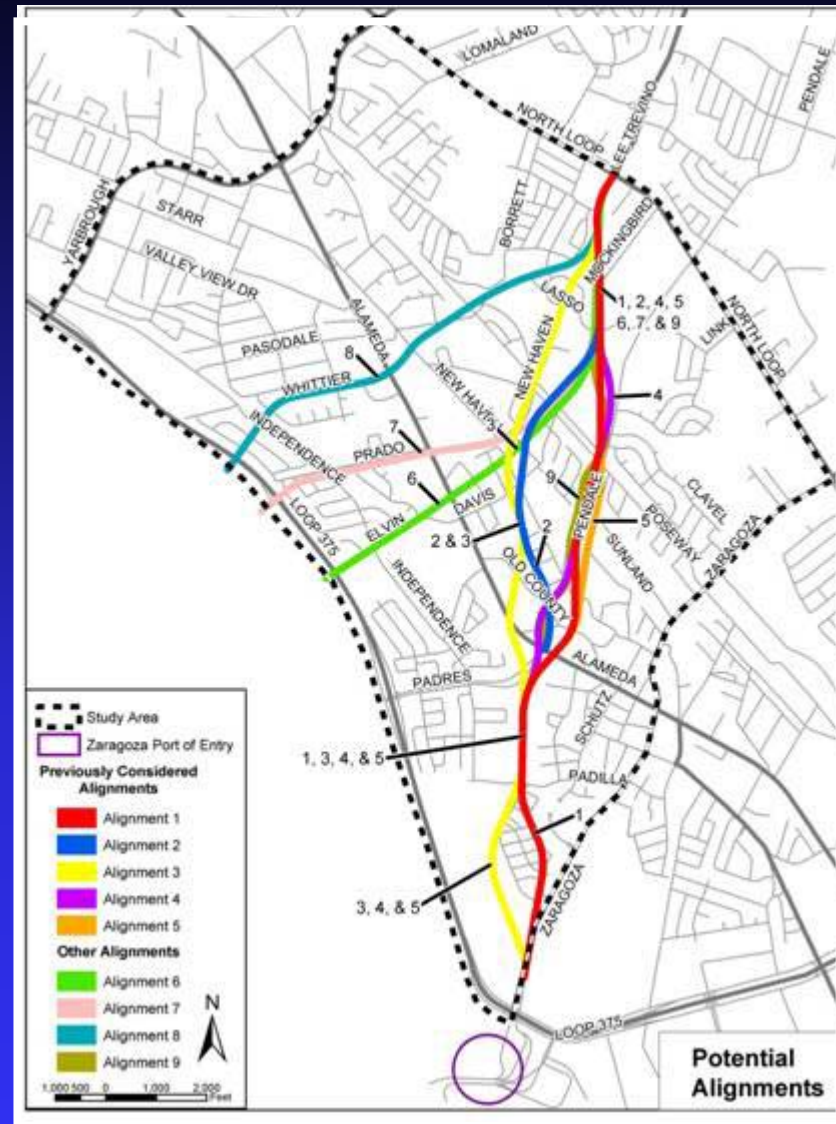
- **October 2003** – City staff confirms commitment to project development
- **April 2004** – City staff recommends alternate routes 2, 6, 7 and 8 for further evaluation and public comment
- **August 2004** – City Council accepts amendment to agreement incorporating EDC adjustment

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August 2004 – public meeting at Ysleta High School to evaluate 3 final alternatives, 6, 7 and 8

- ◆ 9 options reviewed
- ◆ Screening Criteria for alignments presented
- ◆ Final 3 alternatives discussed

Nine Routes



From August 18, 2004 Public
Meeting

Five key factors in route development:

- **Purpose & Need statement**
- **Project goals and objectives**
- **Input from technical stakeholders**
- **Sensitive issues/areas within study area**
- **Environmental and operational constraints**

Screening & Evaluation

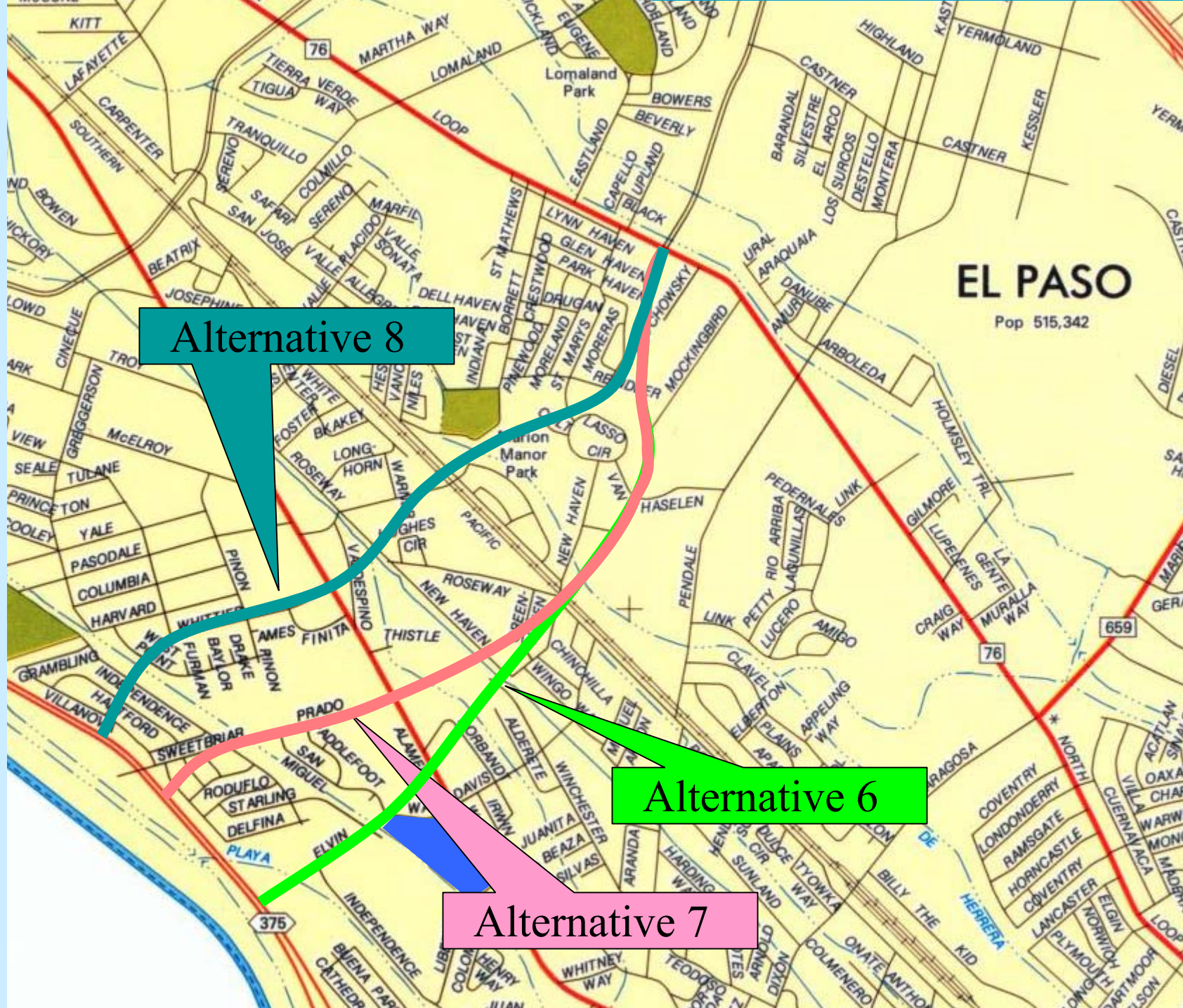
Eight areas of concern:

- 1. Community concerns**
- 2. Environmental concerns**
- 3. Archeological concerns**
- 4. Mobility concerns**
- 5. Operational concerns**
- 6. Cultural property concerns**
- 7. Section 4(f) concerns**
- 8. Length of route**

Community Concerns

- Displacements/Relocations of Residences and Businesses
- Minimize Property Acquisition
- Schools
- Neighborhood Integrity
- Environmental Justice
- Institutional Properties
- Land Use/Farmlands

Most Reasonable and Feasible Alternatives



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- November 2004 & April 2005 – TXDOT & City staff attend neighborhood meetings to provide status report
- July 2005 – Parsons Brinckerhoff's 2-year contract with TXDOT expires

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- August 2005 – Save the Valley 21 presented concerns at Transportation Policy Board (TPB) meeting
- August 2005 – TPB chairman asks City to respond to questions regarding commitment and future development of roadway project

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Questions to City

- City's intent to either follow-through or eliminate project;
- If the City's intent is to pursue the project, which is the recommended option;
- If the City wishes to eliminate the project, how does it plan to otherwise handle the congestion and level of service issues in the area

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September 2005

- City staff conducts traffic studies, and monitors traffic flows to provide best possible technical recommendations
- Staff evaluates routes, and makes recommendations to City Council for official position
 - ◆ LRC Meeting September 23, 2005
 - ◆ Council Meeting September 27, 2005
 - ◆ TPB Meeting September 30, 2005

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Project Status

- Agreement in place between City & TXDOT for project development
- No preferred alternative selected
- Pending environmental studies, right-of-way mapping, and design
- Funding for right-of-way acquisition pending
- Funding for construction pending

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Project Status

- City has programmed \$200,000 for continued project development
- Construction funding programmed through MPO Develop Authority funds
- City requesting \$20 million of federal funds for ROW acquisition

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Staff Recommendations

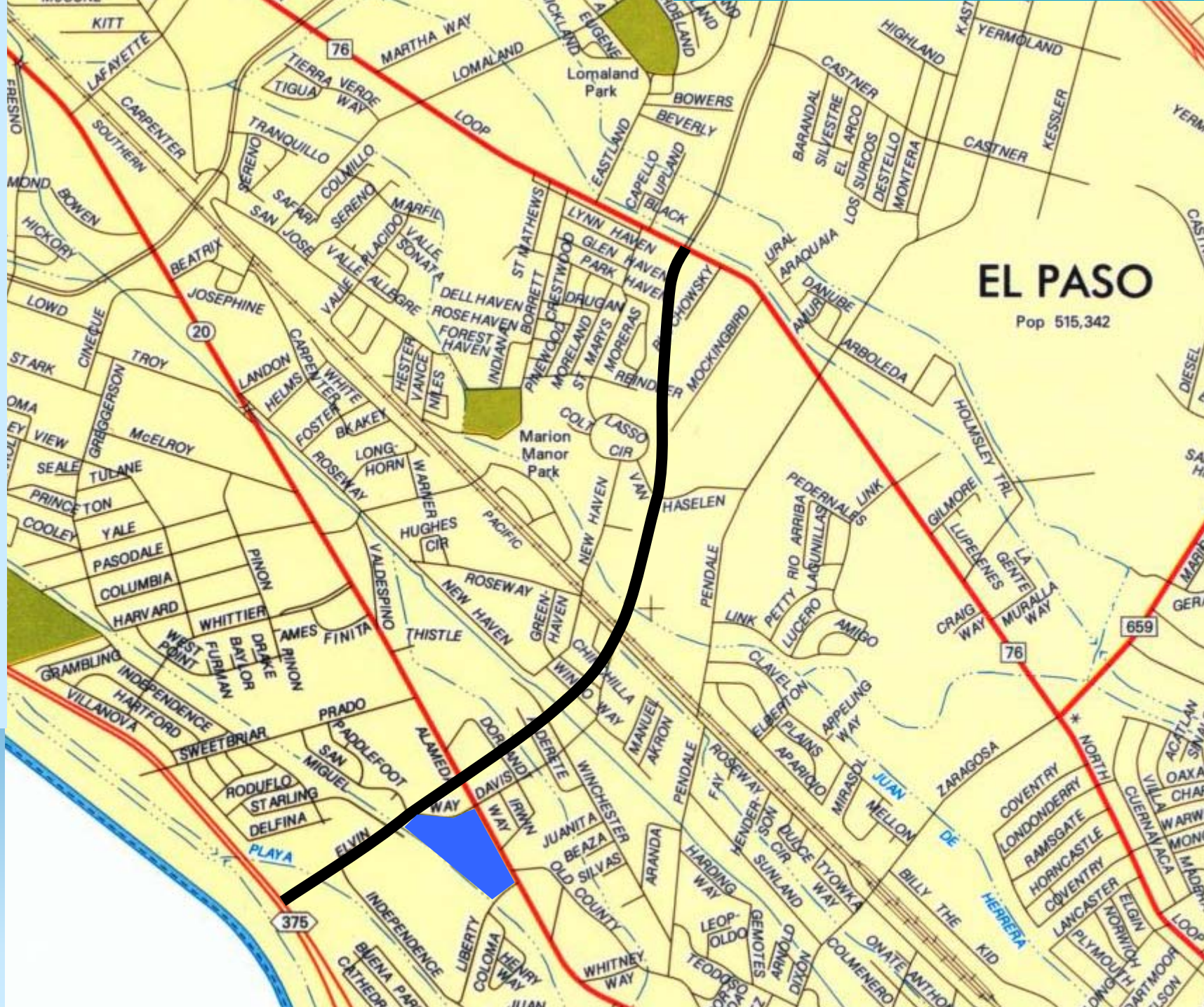
- ◆ Proceed with project
- ◆ Recommend Alternative #6 with further refinement and continued public involvement
- ◆ Pursue other strategies to improve mobility and reduce congestion in the Mission Valley

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Rationale for recommendation

- Alternative 6 more flexible to incorporate concerns from public
- Based on route criteria such as number of properties required and businesses/residences displaced, noise impacts, schools impacted

Alternative 6



Alternative 6



Alternative 6



Alternative 6



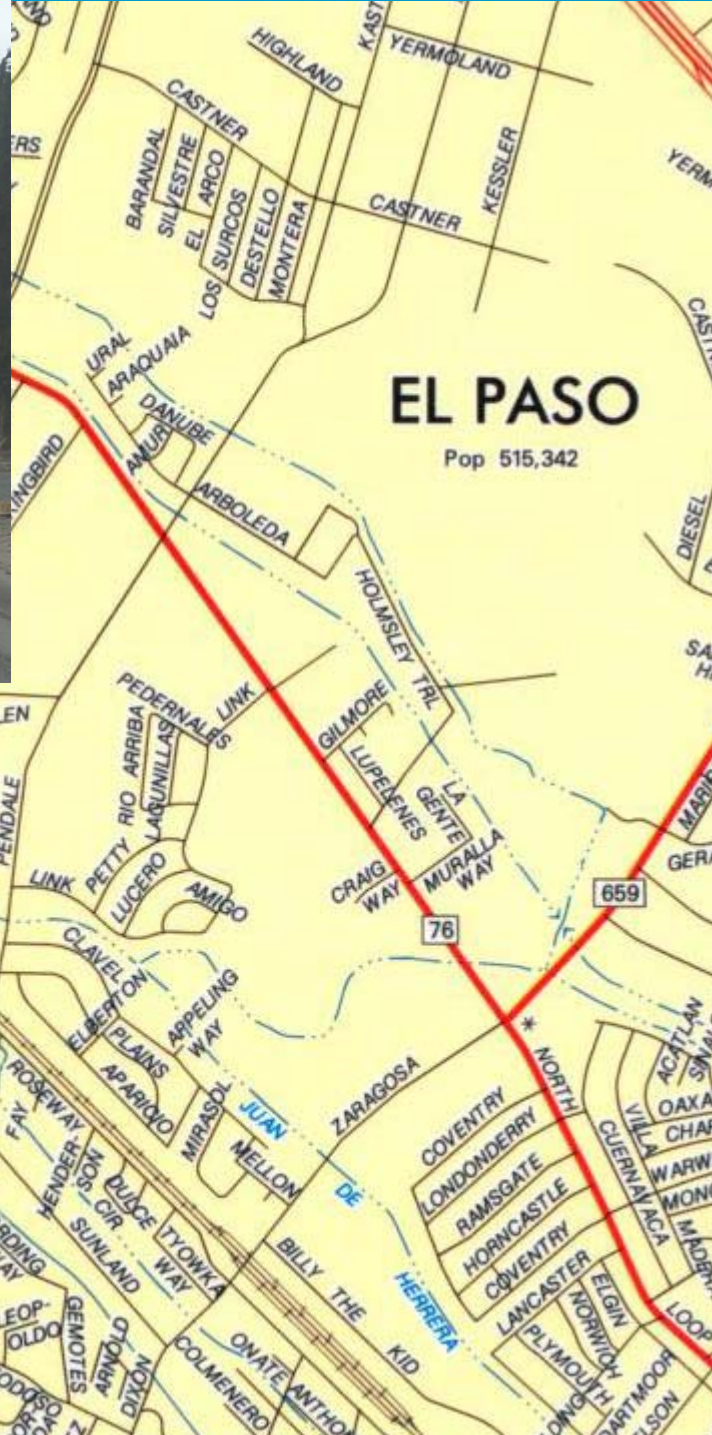
Alternative 6



Alternative 6



Alternative 6



Alternative 6



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Questions to City & Staff Recommendations

- City's intent to either follow-through or eliminate project
- Follow through with project – traffic studies indicate infrastructure cannot sustain increased growth and traffic volumes; a new north-south connector is necessary

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Questions to City & Staff Recommendations

- If the City's intent is to pursue the project, which is the recommended option;
- Recommend Alternate No. 6 with modifications as per public input received

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Questions to City & Staff Recommendations

- If the City wishes to eliminate the project, how does it plan to otherwise handle the congestion and level of service issues in the area
- Other strategies to handle congestion and level of service include:
 - ◆ Improvements to Zaragoza and Alameda
 - ◆ Improvements to Pendale & Davis
 - ◆ New roadway to Padres without federal funds

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■ Improvements to Zaragoza and Alameda

- ◆ Alameda is state highway and not under City jurisdiction; ROW acquisitions required
- ◆ Zaragoza Rd. also has physical constraints; design for increased capacity makes ROW acquisitions necessary
- ◆ Level of Service is already suffering at Zaragoza and North Loop and Zaragoza and I-10

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■ Improvements to Pendale & Davis

- ◆ Improvements to mobility require widening of roadways
- ◆ ROW acquisition in residential areas required

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- New roadway to Padres without federal funds
 - ◆ Can utilize City-owned properties
 - ◆ Cultural heritage property still an issue
 - ◆ City bears 100% of all project development costs

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Requesting

- LRC Recommendation to Council for future project development
- Council action

Transportation LRC Recommendations

- Proceed with project
- Alternate 6 is selected route
- Investigate possibility of re-considering Alternate 1 – Cultural property remains issue
- Study strategies for Alameda/Zaragoza & Pendale and Davis

Next Steps

- Public Input
- Detailed environmental and engineering studies
- Public Meeting
- Complete environmental assessment and schematic design
- Funding secured for acquisition
- Acquire right of way – starts a minimum of 2 years after alignment is approved
- Prepare construction plans
- Funding secured for construction
- Construction – starts after ROW acquisition is completed

From August 18, 2004 Public
Meeting

Project Web Site:

[http://www.dot.state.tx.us/elp/mis/leetrevino/
leetrevino](http://www.dot.state.tx.us/elp/mis/leetrevino/leetrevino)

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